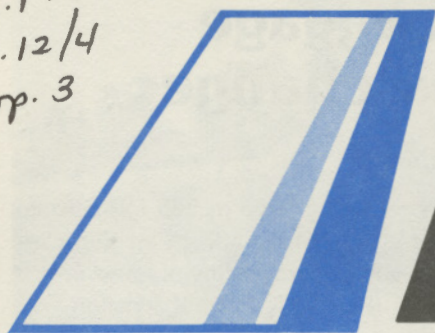


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Palmetto AVIATION

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VOLUME 12 NUMBER 4

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APRIL, 1984



Vernon Strickland, left, congratulates Eric Friar on winning aviation category.

Eric Friar wins Hawthorne aviation award

Vernon B. Strickland, Chairman of the Board of Hawthorne Aviation, presented the Hawthorne Aviation Award to Eric Friar at the Lowcountry Science Fair held in Charleston last month.

The Hawthorne Aviation Award was given to the best overall exhibit in the field of Aviation. Friar's science project explored the effects of lift and drag on an airfoil. Mounted in a wind tunnel, the airfoil was connected to a measuring device that gauged the amount of lift supplied by the airfoil when modified by flaps and spoilers.

(Continued on p. 2)

High school aerospace contest planned

An Aerospace Contest, open to high school students in grades 9-12, will be held at Columbia Metropolitan Airport, Saturday, May 12.

The contest is being held to promote aviation education, to allow students opportunities to demonstrate skills, knowledge and performance in aviation fields and to recognize outstanding efforts in those fields.

Contestants may enter from Civil Air Patrol units, from Junior AFROTC units, Explorer units, aviation science, occupational aerospace and other high school aviation classes. Any student attending a South Carolina high school in grades 9 through 12 is eligible to compete. Registration deadline is May 7.

There are five categories in which students can compete. Contestants are limited to one contest in addition to the Aviation Identification Quiz. The categories are:

1. Aviation Science: a written contest which will cover basic aviation aerospace units that are in the accepted secondary curriculum being taught in high schools today.

2. Aviation Preflight: a written quiz plus a preflight of bugged airplanes.

3. Navigation flight: The first phase includes a written test on basic pilotage. Then the student must complete a flight log for triangular course in the Columbia area. The last phase includes actual navigation of an aircraft

with a flight instructor. Contestants should bring plotters and computers.

4. Display contests: Items built in classrooms by students or cadets can be entered in this contest. Displays should be approved by the principal or department head of the school or an official from CAP or Explorer units.

5. Aviation Identification Quiz. A series of aviation related slides will be quickly shown followed by multiple choice answers. All contestants may participate.

Marvin Lintner, contest coordinator, would like to get some static displays from general aviation operators or military units to display during the con-

(Continued on p. 2)



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Domestic baggage liability rules change

By: Henry M. Burwell

On April 10, 1984, the rules for air carriers operating large aircraft in interstate and overseas transportation will change. These changes may affect Part 298 carriers operating aircraft of 60 seats or less when such operation involves an interline with an air carrier operating larger aircraft (Part 254, Federal Aviation Regulations, 40 F.R. 5071, February 10, 1984).

The new rule applies only to air carriers providing charter or scheduled passenger service. It establishes that affected air carriers shall not limit its liability to less than \$1250 per passenger for direct or consequential damages from the "disappearance of, damage to, or delay in delivery of a passenger's personal property, including baggage, in its custody."

The rule requires that any flight segment using large aircraft or any flight segment that is "included on the same ticket as another flight segment that uses large aircraft" shall provide the passenger notice of its minimum monetary limitation on its baggage liability. The notice of affected carriers must be on conspicuous written material included on or with the ticket and shall be as follows:

"Federal rules require any limit on an airline's baggage liability to be at least \$1250 per passenger."

The rule does not apply to carriers engaged solely in intrastate service or operating aircraft of 60 seats or less when such flight does not through-ticket a passenger to an air carrier operating large aircraft or which is otherwise required to comply with this regulation.

Mr. Burwell is a partner in the law firm of Barringer, Allen, Pinnix & Burwell

Eric Friar wins

(Continued from p. 1)

The Lowcountry Science Fair is hosted annually by the College of Charleston and sponsored by area businesses and civic organizations. Science and Math students in all age groups enter from an eight county area.

Hawthorne Aviation chose to sponsor an award in this year's competition to support Hawthorne's commitment to the community involvement in

education.

A nationally known Aviation company, Hawthorne Aviation has been serving the Lowcountry for 50 years, since its beginnings in 1932.

Judges for the Hawthorne Award were: Dr. Laney Mills; Physics Department, College of Charleston and Mrs. Joseph Schwarz of Carolina Investments. ➤

Aeospace contest

(Continued from p. 1)

test. If anyone would like to lend their aircraft for a few hours, please call Lintner at 788-3550. All spectators are welcome..

The contest is being sponsored by the South Carolina Aeronautics Commission, general aviation operators,

representatives of the military services and the South Carolina Air Force Association.

For additional information contact Alan Alexander at 758-2766 or Bill Goodwin at 758-7704. ➤



Donald L. Steed

SCAA elects president, other officers for 1984

Donald L. Steed, a Charleston aerial applicator, was elected president of the South Carolina Agricultural Aviation Association (SCAAA) at that group's annual meeting Feb. 17.

Steed was born in Tyler, Texas and graduated from Texas A&M College. He served as a fighter-interceptor pilot in the Air Defense Command from 1956 through 1965. Since 1965, he has owned and operated Steed Flying Service at John's Island Airport.

Other officers elected were Roland

Richardson of Sumter, first vice president; Jack Woodward of Barnwell, second vice president and Marion Stukes of Sumter, secretary-treasurer.

The board of directors are: Sam L. Sarvis of Loris, John Roberts of Clover, Bill Harper of Estill, Bob Dorn of Irmo, Robert Merck and Jerry Adams of Bishopville and Alan Alexander of Columbia. The group's executive secretary is Jack Barry of Columbia. ➔

Spray clinic April 26, 27 at Merck's

The annual fly-in spray clinic held by the South Carolina Agricultural Aviation Association will be April 26 and 27 at Merck's Strip three miles east of Bishopville.

Called Operation SAFE (for Self regulating Application and Flight Efficiency), the clinic is designed to help pilots put more chemical on the crops and less in the surrounding area.

During the clinic, airplanes are loaded with red-dye and flown over paper strips laid out on the ground. The drops on the strips are counted and analyzed by computer and the spray pattern displayed on a computer screen. Clemson University professor Dr. Mac Horton will analyze the results and suggest any necessary changes in the aircraft spray rig. The pilot then flies the course a second time so that the effect of any changes made can be seen.

SCAAA Executive Secretary Jack Barry said pilots should plan to arrive at 8 a.m. Flying will begin at 9 a.m. following a pilot briefing. Dr. Horton will conduct a two hour ground school from 1 to 3 p.m. and calibration will resume in the afternoon. There will be a catfish stew supper (\$1.00) on the night of the 26th. Friday, flights will be made as required.

There will be a \$10 fee for each aircraft taking part in the clinic, Barry said, to help cover the cost of equipment rental and other expenses. ➔

Breakfast Club meetings through November are as follows. There are open dates on Aug. 12 and Nov. 4. If anyone would like to have the club at their airport on either of those dates, please call Jerry Ballard at (404) 724-2651 or Anne Hawkins at 432-3095.

April 8 Huggins Airport, Timmonsville
April 22 Easter Sunday no meeting
May 6 Branham's Airport, Darlington

Breakfast Club



May 20 Daniel Field, Augusta, GA
June 3 House Movers Field, Batesburg
June 17 Bamberg County, Bamberg
July 1 Woodward Field, Camden

July 15 Lancaster County, Lancaster
July 29 Laurens County, Laurens
August 12 Open
August 26 Clemson-Oconee County, Clemson
Sept. 9 Davis Field, Abbeville
Sept. 23 Newberry Municipal, Newberry
Oct. 7 Holly Hill

EAA Foundation launches air academy for

The Experimental Aircraft Association (EAA) has established an educational Air Academy for young people aged 15-17, according to President Tom Poberezny.

"The EAA Air Academy offers young people the opportunity to meet and work with aviation professionals while living and learning the arts, sciences and lore of aviation in both classroom and workshop settings," Poberezny said.

"Unfortunately, the informal aviation education that was available to the 'airport kids' of the past simply does not exist today. The new EAA Aviation Academy will fill the tremendous gap that now exists in aviation education. It will teach young people new skills and will instill in them a pride of craftsmanship. More importantly, it develops their leadership potential and broadens their understanding of both aviation and themselves. The EAA Aviation Academy is a benchmark personal achievement. . . and an aviation experience that will last a lifetime."

Chuck Larsen, EAA's Director of Education, said that the participants in the EAA Air Academy will study many aspects of the field of aeronautics and gain hands-on workshop and classroom experience in the skills required to construct, restore and maintain aircraft. Larsen said, "We are particularly grateful to the Wagner Foundation, the EAA Antique and Classic Division, and the Monnett Experimental Aircraft Company for their support of the EAA Air Academy. Students will assemble a MONI amateur-built aircraft in the EAA Aviation Center's restoration shop. The MONI, a sport plane which incorporates both soaring and aerobatic performance, was generously contributed to the program by John Monnett."

Larsen went on to say, "The students at the EAA Air Academy will also study aviation history and become extensively involved in the world's largest and greatest aviation event. . . the Annual EAA International Fly-in Convention and Sport Aviation Exhibi-

tion."

Accommodations for the EAA Air Academy participants are provided at the Gruenhagen Conference Center on the beautiful campus of the University of Wisconsin Oshkosh. Around-the-clock counselors, qualified volunteer classroom and shop instructors, guest lecturers, and the professional staff of the EAA Aviation Center will serve as the faculty for the Air Academy. The parents and families of the Academy participants are encouraged to attend the EAA Convention which takes place during the final

EAA began in 1953 in Milwaukee garage

The Experimental Aircraft Association was organized in the Milwaukee garage of its founder and current president, Paul H. Poberezny. "In late 1953 I was building an airplane and some of my friends I had watched build planes in the '30s would come over and give me advice," Poberezny recalls. "We decided to form an organization of members with like interest."

Later that year 40 airplanes appeared at EAA's first convention at Milwaukee's Timmerman Field. Most of them were antiques with a few warbirds and homebuilts on hand.

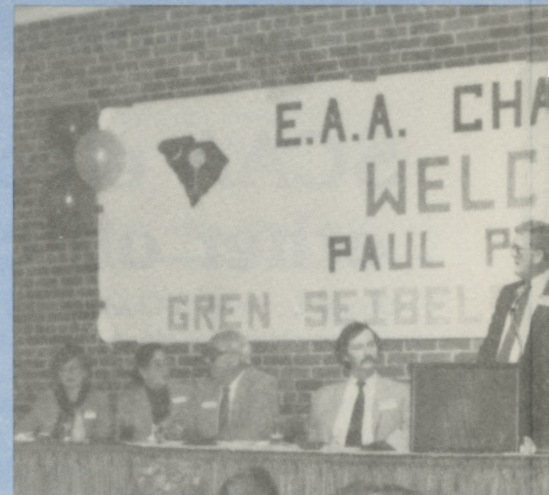
While EAA was still a local organization, an article on homebuilts in MECHANIX ILLUSTRATED in 1955 caused a flood of inquiries from airplane enthusiasts from all over the world asking to join. In a few short years, EAA blossomed from a membership of eight to a roster

numbering in the thousands. EAA had the answer to the average man's desire to fly. If he couldn't afford to buy an airplane, he'd just build his own.

EAA's growth was so substantial during the 1960's that early fly-in sites at Timmerman and Rockford, Illinois, could no longer accommodate the more than 10,000 aircraft and 300,000 people attending the annual celebration of flight. In 1970 Oshkosh, Wisconsin, was selected as the permanent site for the world's largest aviation event.

In the subsequent years EAA has become a strong international organization issuing over 155,000 membership cards to people in 91 countries. At the heart of the organization is a system of over 800 local chapters conducting meetings, scheduling their own fly-ins and providing an active cohesive force unavailable through any other aviation organization.

Chapter 242 cha



EAA Chapter 242 was formed when two people requested information about forming a chapter. EAA wrote each of them back, giving them the information they needed. The chapter was formed at the EAA Chapter 242 meeting at Columbia Airport during an airshow.

The chapter was chartered in August, 1965. It had 27 members. Five of the original members are still active today. They are: Paul Q. Carter, Jim Donahue, T.I. Weston.

Currently, Chapter 242 has 150 members, many of whom are active in metal and wood working, welding, fabric and paint.

"We have engineers, designers, AI and A&P mechanics," a spokesman said. "Anything you need is available."

In February, 1982, the name of Chapter 242 was changed to EAA Chapter 242. ✈

No longer limited to people who build their own airplanes, EAA now represents and appeals to all sport and recreational aviation interests, including general aviation, builders of powered hang gliders, racing and rotary-wing enthusiasts. Four special divisions

r youths

week of the Academy program. Convention registration and free use of the EAA campgrounds is provided to the families at no additional charge.

The academy's first session will be held July 15th — Aug. 4, 1984.

For further information on the EAA Air Academy contact:

Chuck Larsen
Director of Education
EAA
Wittman Airfield
Oshkosk, WI 54903-3065
414/426-4800

artered in 1965



persons separately wrote to national EAA forming a chapter in the Columbia area. the name of the other. They both met by now by Bevo Howard.

55 as the "Greater Columbia Chapter al 27 charter members are still active to- e, Xen Motsinger, Frank Sturgeon and

s, many of whome are experienced in d painting.
&P mechanics and all kinds of pilots," a ilable for the asking."
242 was changed to Palmetto Sports

within EAA have been established for members who want to focus on a specific type of aircraft and activity: the Antique/Classic Division, the International Aerobatic Club, the Warbirds of America, and the EAA Ultralight Assn. ➔

Need for primary aircraft discussed at industry meeting

"General aviation needs low-cost aircraft to fill a void in the 'low end' of the marketplace. . . if the major aircraft manufacturers won't recognize the need for innovation in materials, construction, and FAA certification, someone else will have to."

Those were the comments of John L. Baker, president of the 265,000-member Aircraft Owners and Pilots Association (AOPA), at the opening of the second industry-wide meeting on the "primary" aircraft.

Hosted by AOPA at the association's new headquarters in Frederick, Maryland, major participants were AOPA and the Experimental Aircraft Association (EAA) with strong involvement by FAA and prospective manufacturers of primary aircraft. The first meeting was held at EAA's Wisconsin headquarters late last year.

The development of the primary aircraft concept is an outgrowth of an earlier AOPA proposal to FAA for a "basic" airplane envisioned as one which would be easier and less expensive to purchase and operate. "We need an aircraft which is affordable to a large cross-section of people to make personal aviation inviting and practical for new enthusiasts and for those who simply can't afford what has become unnecessarily expensive aircraft," said Baker. "If we let these roots go, general aviation will atrophy from the bottom up and die."

Following two days of intensive discussions, the working group agreed to certain initial standards for a primary aircraft that include seating up to four places and a power limit of 200 hp. No decision was forthcoming regarding the number of powerplants a primary aircraft could have or on whether to rule out inclusion of such "complex" systems as controllable-pitch propellers, retractable landing gear, and pressurization although it would seem unlikely such items would be part of a primary aircraft package.

Specifically, the group agreed a primary aircraft should be designed to incorporate economical materials and construction techniques, citing that

complex, labor-intensive designs have become too expensive for average personal ownership. Suggestion was made that such an aircraft might be available completely assembled or as a kit. Further, it should be simple enough for more owner-performed maintenance than currently possible under existing FAA regulations and that aircraft certification be easier and less expensive. This would require modifications to existing standards and certification procedures.

While attendees felt that such an aircraft would not be intended for carrying cargo or passengers for compensation or hire, they agreed that allowable uses should include flight instruction, rental and such other uses as fish spotting and crop dusting, for instance.

M. Craig Beard, director of FAA's Office of Airworthiness, exemplified the agency's support of the primary aircraft industry efforts saying, "We (FAA) welcome your efforts. We will rely heavily on your judgment and do not want to limit or constrain your thinking." Beard indicated FAA could accommodate the concept through some rule changes and advisory circulars.

"Our labor-intensive general aviation industry still is building traditional general aviation airplanes with 'stone-hammer' construction techniques so it costs from \$40,000 up for a 1939 design," said AOPA's president Baker. ➔

Hartsville show set

An airshow, featuring aerobatic pilot Kim Pearson of Sumter and 10 other acts, will be held at the Hartsville Municipal Airport Sunday, April 29.

Performers include Pearson in a Pitts S-2B, Bobby Jonte of Greelyville in his AT-6 and Danny Byrum of Monroe flying a J-3 Cub. There will also be skydivers, ultralights and static displays for all to see.

The show, sponsored by Andy's Aviation and the Hartsville Civitan Club, begins at 2 p.m. Admission is \$4 for adults. Children 12 and under admitted free. ➔

New written test system will combine test preparation guides, FAA says

The FAA recently announced a new system for administering airmen written tests which will combine test preparation guides in an effort to reduce publication costs.

The present FAA written test system, which has been in effect since 1975, uses question books, question selection sheets, and test booklets for testing applicants in 56 certification and rating areas. Most of these areas have associated written tests guides to assist the applicant in preparing for the official FAA test.

The cost of developing and publishing both written tests and written test guides has steadily increased. To reduce these costs, the FAA has developed a new testing system which utilizes one publication as a source of test questions and as a guide for applicant test preparation.

Under the new test system, questions for all testing areas, except parachute rigger, air traffic control tower operator, and inspection authorization, will be contained in 11 question books. Each new question book will include questions on subject matter appropriate to, and required for, the issuance of a particular certificate or rating.

Question selection sheets will continue to be printed as controlled material and will be used to ensure that the applicant is administered the appropriate test.

The question books will be for sale to the public through the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402, or from Government Printing Office bookstores located in major cities. The books are designed to be used as a source of questions for official FAA written tests and also as study guides for use by applicants. An applicant's personal copy may not be used when taking an official FAA written test. For written test purposes the applicant will be required to use a question book provided by the testing center or designated written test examiner. Written test guides (advisory circulars) will no longer be published.

A short time after taking a test, the

applicant will receive an AC Form 8080-2, Airman Written Test Report, which will indicate the test score and also will list the actual question number of each question answered incorrectly. The applicant may then refer to the question book to locate and identify these questions.

Each question book will include an appendix which will list the reference(s) for each question. The applicant should refer to these references to determine the correct responses for the questions missed and also should study the materials contained in the references to acquire additional background knowledge.

New Question Books.

The new question books are:

- (1) Private Pilot Question Book, FAA-T-8080-1
SN: 050-007-00648-9
Price: \$5.00
- (2) Commercial Pilot Question Book, FAA-T-8080-2.
SN: 050-007-00649-7
Price: \$6.50
- (3) Flight Instructor Question Book, FAA-T-8080-3.
SN: 050-007-00650-1
Price \$5.50
- (4) Fundamentals of Instructing and Ground Instructor Question Book, FAA-T-8080-4
SN: 050-007-00651-9
Price: \$4.25
- (5) ATP - Airplane (Part 121) Question Book, FAA-T-8080-5 (includes Flight Navigator and Aircraft Dispatcher).
SN: 050-007-006527
Price: \$8.00
- (6) ATP - Airplane (Part 135) Question Book, FAA-T-8080-6A (includes ATP Helicopter IFR, ATP Helicopter VFR, and ATP Gyroplane VFR).
SN: 050-007-00653-5
Price: \$6.00
- (7) Instrument Rating Question Book, FAA-T-8080-7.
SN: 050-007-00654-3
Price: \$6.50
- (8) Flight Engineer Question Book, FAA-T-8080-8
SN: 050-007-00655-1
Price: \$6.50

(9) Aviation Mechanic - General Question Book, FAA-T-8080-10.
SN: 050-007-00656-0

Price: \$2.75

(10) Aviation Mechanic - Powerplant Question Book, FAA-T-8080-11.
SN: 050-007-0657-8

Price: \$2.75

(11) Aviation Mechanic - Airframe Question Book, FAA-T-8080-12.
SN: 050-007-00658-6

Price: \$2.75

Mechanics ask reapplication every 5 years

The Professional Aviation Maintenance Association (PAMA) has petitioned the FAA to amend FAR 65.15 to require reapplication for mechanics' certificates every five years.

Presently, once an individual is granted an FAA mechanic certificate, he or she must only advise the FAA's airmen certification branch of any change in permanent mailing address to keep the certificate effective.

PAMA's petition calls for every mechanic certificate to expire on the holder's birthday in 1984. PAMA further petitioned for the mechanic certificate to be renewed on the birthday of the holder every five years.

The reasons given in the petition are: To identify the exact number of mechanics in the world today. To be able to communicate with these mechanics by having their current names and addresses. To be able to project future needs and requirements in the aviation industry and to be able to locate highly skilled mechanics so they may be called on if needed in a national emergency.

FAA is soliciting comments on PAMA's petition. Send comments on the petition in triplicate to: Federal Aviation Administration, office of the Chief Counsel, attention: Rules Docket (AGC-204), Petition Docket no. 23837, 800 Independence Ave., SW, Washington DC 20591. ➔



For Sale

1972 Cessna 180J, white with red and black trim. 230 horsepower Continental O-470-R engine. Log books show 491.5 hours total time. Last annual, Sept. 23, 1983, Eagle Aviation, Columbia, SC. McCauley prop overhauled Sept. 13, 1982, Piedmont Aviation, Inc., Winston Salem, NC.

Equipment includes Cessna 300 NAV-COM transceiver, Cessna 300

transponder and Bendix T-12 ADF.

Sealed bids will be opened at 1 p.m. May 8, 1984 at the South Carolina Surplus Property Warehouse, Boston Avenue, West Columbia, SC. For bid document, call Tom Rayfield, S.C. Surplus Property Manager at (803) 758-2626.

The aircraft can be seen at the South Carolina Aeronautics Commis-

sion, Columbia Metropolitan Airport, Columbia, SC. Call Alan Alexander at 758-2766 or Bill Goodwin at 758-7704 for appointment.

This is a confiscated aircraft, therefore the state of South Carolina does not guarantee the accuracy of the aircraft or engine log, or any other history of the aircraft. Sale will be "as is, where is." ➔

Clio Crop Care to hold spring fly-in April 28, 29

Clio Crop Care will hold its annual Spring fly-in April 28 and 29.

According to airport owner Sherman Hanke, the get-together started out as a Stearman fly-in but now includes all types of aircraft.

"Normally, we have about 10 Stearmans and six Pitts, several Citabrias, a Knight Twister, AT-6's and various home builds," Hanke said. "Also, many factory aircraft attend."

Hanke, a dealer for Quickie, Ultra Light, Phantom, and Diehl XTC aircraft said, "if time permits, we hope to have our Avid Flyer ready and the Diehl XTC will be here for those who haven't seen one fly yet. We also hope to have some Quickies present."

Hanke's son, Ken, will also give an aerobatic demonstration in the Phantom. Rain date is the following weekend. ➔

Iris Festival airshow, May 20

The Sumter Iris Festival Airshow will be held Sunday, May 20, at the Sumter Airport from 2 to 5 p.m.

The show will feature Bobby Jonte of Greelyville flying his AT-6; Danny Byrum of Monroe flying a J-3 Cub; John Stone of Rock Hill in a Pitts S-2A and Kim Pearson of Sumter flying his Pitts S-2B. Hugh Oldham of Anderson will be the narrator.



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AOPA airport directory revised for 1984

Aircraft Owners and Pilots Association (AOPA) members receiving the 1984 AOPA airports directory or handbook for pilots can expect books substantially improved over years past, according to Mark M. Lacagnina who has been promoted to Director, Special Publications.

In addition to information concerning more than 13,000 U.S. landing facilities, the directory includes material on credit cards accepted by specific FBOs, a new feature this year.

Lacagnina also pointed out improvements in the placement of airport diagrams. "This year, all diagrams appear ahead of the state section in which the airport is located," he explained.

The handbook for pilots also has many changes to its format, again in the interest of improving and easing utilization of the manual.

"Information on FAR Part 103, which governs ultralight activity, and material concerning ultralight programs of the AOPA Air Safety Foundation appear for the first time in the handbook," Lacagnina said. "There is also an expanded section on meteorology."



S.C. Wing seeking books for library

The South Carolina Wing, CAP, would like to start an aviation library for use by cadets, senior members and teachers in the S.C. school system.

If anyone has any books that they would like to donate to the library, please send or take them to the S.C. Aeronautics Commission marked for the CAP. You may also give them to any CAP members.

The basic theme of the library is aviation, past, present and future. Both fact and fiction will be accepted but, if fiction, the book should be based on actual events or aerospace vehicles. Hardback books are preferred but any type will be accepted. ➔

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster the growth of responsible aviation in the state.